PRICE ONE CENT.

## PRICE ONE CENT.

# DROWNED OFF SAMOA.

The Trenton, the Nipsic and the Van-

dalia Totally Wrecked.

THREE GERMAN VESSELS LOST.

Fifty of Our Brave Man-of-War's Men Go Down in a Hurricane.

NINETY-SIX GERMAN SAILORS PERISH.

A Despatch from Auckland Gires Almos the Briefest Possible Story of a Terrible Disaster-No Names of the Drowned Men Sent-Admiral Kimberley Was on Board the Trenton-Even the Date of the Storm Is at Present Unknown ... The Officers of the Nipsie and Her Armament\_She Was the Pessel on Which "The World's" Correspondent, John C. Klein, Was Taken from Samoa.

AUCKLAND, March 29. - Despatches from amoa state that the American men-of-war frenton, Vandalia and Nipsic, and the Geran men-of-war Adler, Olga and Eber were riven on a reef during a violent storm and otally wrecked.

Of the American crews, four officers and

hty-seven men lost their lives. ONDON, March 30 .- Advices have been reved from Samoa to the effect that in a terfic hurricane there three American and four erman men-of-war were wrecked and that any persons were drowned.

WASHINGTON, March 30.—The cablegrams reference to the reported wrecking of the bree American men-of-war at Samoa were ord that he had no information on the sub-

THE MEN AND THE VESSELS.

all Gallant Sallors and Staunch Wooden Ships of War. Commander Dennis W. Mullan, the com-

mander of the Nipsic, was ordered to that duty Oct. 1, 1887. He entered the service Sept. 1860; was promoted to ensign in October, 1863; to master in October, 1866; to lieutenant in February, 1867; lieutenant-commander in March, 1868, and to his present grade in July, 1882. This was his first command in the new grade, as, owing to some trouble with the Navy Department officials, he was kept off duty for over four years. Commander Mullan, while not regarded se one of the brilliant men of the navy, was a good fighting officer. He was a native of Massa-

thusetts and was of Irish parentage.

The executive officer of the Nipsic, in the bsence of Lieut. Hawley, was Richard g. Davenport, or, as he is better known to the service, "Dick" Davenport. His sputation as a first-class officer in every respect was vouched for by all the navy people ere. He was a son of the late Capt. Davenport of the navy, who was one of the most distinmished naval officers of the late war and who mmanded the Congress during the battle of Mobile Bay.

The other officers attached to the Nipsic were Lieut. John R. Shearman, of New York. Ensigns William P. White, John L. Purcell, Harry A. Field and Harry P. Jones. Passed Assistant Surgeon E. Z. Derr.

Passed Assistant Paymaster John Corwins. Chief Engineer George W. Hall. Passed Assistant Engineer Horace E. Frick. First Lieut, of Marines T. Glover Filletta. The complement of the Nipsic was 174 msrines and blue jackets, although some of her short time men were sent home from Samoa

when the Adams left for San Francisco in Janu The Trenton's officers were, at last advices: Rear-Admiral, L. A. Kimberly.

Captain, N. H. Farquhar, commanding and Chief of Staff.

Lient, H. O. Rittenhouse, Flag Lieutenant. Lieut. G. A. Merriam, Secretary. Lieut.-Commander, H. W. Lyon. Lieutenants, R. M. G. Brown, S. L. Graham L. L. Beamy and B. O. Scott.

Lieut. (junior grade), W. H. Allen. Ensign, J. J. Blandin. Naval Cadets, Robert Stocker, F. W. Hitts, B. C. Decker, B. W. Wells, W. S. Clope, G. W. ogan, R. H. Jackson.

Medical Inspector, O. H. White. Assistant Surgeon, S. S. White. Pay Inspector, A. J. Clark.

Chief Engineer, A. J. Kiersted. Passed Assistant Engineers, H. Main, B. W. Assistant Engineer, C. H. Matthews. Chaplain, A. A. McAllistor. Captain of Marines, B. W. Huntington

Boatswain, J. McLaughlin, Gunner, John Westfall, Carpenter, B. E. Formuld. Sailmaker, S. H. Boutwell.

The officers of the Vandalia were:

Captain, C. M. Schoonmaker. Lieutenants, J. W. Carlin, J. C. Wilson, C. Naval Cadets, E. Moole, C. C. Johnston, S.

Surgeon, H. T. Babbin. Paymaster, Frank H. Armes. Chief Engineer, E. J. Burnap.

Passed Assistant Engineer, A. B. Bates. First Lieutenant of Marines, G. F. Elliott, Carpenter, J. B. Fletcher. The Nipsic was a wooden vessel and was built

in 1873. After two cruises she was rebuilt at the Navy-Yard, Washington, in 1879. She was bark rigged, 185 feet long and 35 feet beam. Her diselacement was 1,375 tons and indicated speed 10 knots. Her battery consists of one 8-inch muzzle-loading rifle, four 9-inch smooth-bores; one 60-pounder breech-loading rifle converted Parrot, which was located on the forecastle. In the secondary battery one 3-inch rifled howitzer, one 12-pounder and one short Gatling gun. In addition to these there were sixty Hotchkiss rifles of the latest improved pattern in her armory, besides the usual number of pistels and side arms allowed by regulation or vessels of the Nipsic class,

The Trenton and Vandalia were larger than the Nipsic. The Trenton was a ship-rigged wooden craiser of ten guns and of 3,000 tons displacement. The Vandalia was also a barkrigged wooden cruiser of 2,100 tons, with a battery of eight guns, mostly smooth-hores.

As far as known the Olga was the most formidable of the German vessels at Apia. She was an unamored and unprotected single-decked cruiser of 2,200 tons displacement and was built in 1880. Her principal battery consisted of eight ix-inch Krupp rifles and a number of Hotchkiss revolving cannon. It is thought at the Navy Department that she carried about a half dozen Schwartzkoff torpedoes, which are similar to the Whitehead torpedoes in that they are proseted from tubes beneath the water-line.

The speed of the Olga was somewhat superior to that of the Vandalia, her maximum trial speed having been 14. The Germans also had in Samoan waters the Adler and the Eber, which were not as large or as strong as the Olga, the Adler carrying four and the Eber three Krupp rifles. The great strength of the German fleet lay in its possession of torpedoes.

## REFORM FOR THE RACE TRACKS.

An Attack on the Ives Bill that Shows the Hand of the Pool Rooms.

The business part of the city was flooded yesterday with pamphlets containing the most vigorous assaults on the Ives bill and calling upon all good citizens to at once mail letters to their legislators to have the bill repealed. It is an open secret in sporting circles that this pamphlet was the production of the men who have lately been managing pool-rooms in this city. These places have been closed up for some city. These places have been closed up for some time and the proprietors think that it is due in no small measure to men connected with the big tracks. They think that if the Ives bill is repealed there will be no book-betting on the tracks, and there will consequently be no formidable opposition to themselves.

The pamphlet, which purports to come from a reform organization, contains extracts from all the city papers showing the cases of the fts which have resulted from betting on races.

In the pamphlet there are quotations from clergymen, and appeals to all classes to repeal so "foul, iniquitous, and demoralizing a law as the Ives pool bill."

The pool-room men refused to discuss the

the Ives pool bill."

The pool-room men refused to discuss the matter last night, simply saying they were not responsible for the pamphlet. A thoroughly informed sporting man attributed the whole trouble to the Liedergranz ball.

"When Capt. Reilly got the Germans mad and they closed all the pool-rooms and gambling houses through their private detectives, he said, representatives of the big tracks saw how easy it was, and they have kept them closed ever since.

CAPTURED AFTER FOURTEEN YEARS. Murderer Dowell Killed Two Men-He Was

(SPECIAL TO THE WORLD.)
WESTON, W. Va., March 29.—John R. West and his son, Edwin, farmers, were murdered while going to church Dec. 23, 1875, by Richard Dowell. Dowell was tried, convicted and sentenced to be hanged, but a few days before the time set for his execution he, assisted by one of the guards, broke jail and escaped. A large

a Brave Soldier.

reward was offered for his capture. Although he has been heard of several times in the South and West since then, almost fourteen years ago, he always evaded apprehension. A few days ago the authorities here received information from the Chief of Police at Grand formation from the Chief of Police at Grand Forks, Dak., that Dowell had been captured. Requisition papers have been issued by the Governor and officers will start to-morrow for the prisoner. Dowell was born in Orange County, Va., in 1840. He came of a very respectable family and when the war broke out he enlisted in the Confederate army. At the battle of Rich Mountain, this State, he was in the thickest of the fight and was in the squad of 300 men who so long and so gallantly defended the mountain pass against over eight hundred Federal troops.

The Wildcat Monopolized Things.

[SPECIAL TO THE WORLD.] Bosron, March 29.—A wildcat has made a veritable wreck of a South End salcon, known as "Buckley's Lookout Exchange." Constable Yeas appeared at the saloon yesterday to take charge of the premises on account of an attach-ment. Proprietor Buckley keeps a menagerie in the back room, and, by way of defending his saloon, let a full-blooded wildcat out of its cage. saloon, let a full-blooded wildcat out of its cage. Yess lit out and then pandemonium reigned. The cat oversurned bottles, decenters and Jugs, howling in a blood-curding fashion. Buckley joined in the tumult, rivalling the cat in his shouts and yells, and fring his pistol in all directions. There was a great time, and the cat and Buckley monopolized it. The cat was finally killed. Constable Yess dropped around somewhat later, but had to break in with an axe.

This Will Prevent an Ice Famine.

NEWBURG, N.Y., March 29.—New York parties have been buying Orange County water lands within the past few days with the view of preventing in future the possibility of a small ice supply. In Winter the inland waters are always supply. In Winter the inland waters are always covered with ice for weeks before it forms upon the river. The deed for the lands will be given to William B. Andrews, of New York, as trustee, on May 1. The lands consist of about one thousand acres, extending from the channel of the Hudson River at Fort Montgomery, back into the country along Popolopen Creek. The sale includes the lower Tarin pond of about seventy-five scree in extent, and negotiations are pepting for its companion of about the same size.

A New York Man in Jail.

BLOOMINGTON, III., March 29,-W. H. Gear. of New York City, was arrested at Alton, Ill., of New York City, was arrested at Alton, Ill., to-day on the charge of forging an accepted draft for 875 on Wm. Mann & Co., of Philadelphia, on which he obtained the money from the bank of J. Milliken & Co., of Decatur, Ill., March 20. He is now in the Decatur jail. He formerly travelled for Mann & Co., and it is said its is wanted for similar work in New York and Louisville.

## **KNOCKED OUT**

Joe Lannon Whipped This Morning by Jack Ashton.

Rounds Nineteen Fought These Well-Known Heavy-Weights.

\$6,000 Changed Hands on the Result of the Contest.

John L. Sullivan and Lannon Lost on the Way to the Battle-Ground.

Rivalry of Three Years Settled at

PROVIDENCE, R. L. March 30.-After three years of backing and filling and the posting of several deposits to secure a match Jack Ashton, together between 12 and 1 o'clock this morning

and fought for a purse of \$1,000. There was a great deal of interest taken in the fight, not only here at Boston, but in nearly all the New England cities, as well as in New York. and all were represented in a crowd of nearly five hundred persons, who paid \$10 each for a piece of pasteboard which they were told to pre- straight arm blow and to make Jack's teeth ratsent at the Providence and Springfield depot at

7.30 o'clock in the evening. The local police were on to the fight and had once caused a postponement, but this time a special train was chartered which was run up the road to North Providence and halted at a cross road called Stillwater.

Here men were found with lanterns who piloted the crowd across country, through swamps, over six high stone walls and over a rough cart road a mile and a half long.

Some of the sports were caught in the quagmire and four lost in the swamp, two of whom

were John L. Sullivan and Lannon, who went off on a tangent and were hunted up an hour later on a cross-road almost a mile from the cene of the fight. Two of the wanderers were hunted up by oman who heard that they were missing, who

took a lantern and went in search of them. THE RING IN THE OLD TOWN HALL. The ring was pitched in the Old Town Hall, arge and disused structure, which had been coppered onto and quietly rigged up for this

The men entered the ring at midnight, and, after a vigorous rubbing down, shook hands at

Ashton was seconded by Steve McMaugh and Jim Daily, of Providence, and Lannon by Jim Lannon and Billy Mahoney, of Boston. Frank Moran, of Bridgeport, was chosen as

Ashton was weighed in at 172 pounds and Lannon at 193, and both men were in excellent form and as pink as a rose.

The betting was even, and the Pawtucket sports bet against Ashton. In Boston the bets were 10 to 1 that there would be a draw. About \$6,000 changed hands.

ASHTON LEADS. When time was called Ashton began to lead and planted his left on Lannon's law. This riled up the Boston boy, who made a rush and endeavored to do any damage. The men then closed in and there was sharp skirmishing in which Ashton showed himself to be a skilful ring tactician. He was after Lannon in a few seconds and planted two stinging blows on the left jaw and one in his windbag. First blood was claimed for Ashton, but it was not allowed.

In the second round Ashton drove for Lan non's head, but the blow was blocked, and Jack got a severe reminder from Lannon that he was in the ring, for the Boston boy let out his left and took him under the jaw. Jack countered handsomely, but Lannon was still on deck, and pus in his right and left and thumped Jack in the face and on the body. This nerved up Ashton, who did some excellent fighting and got the

best of the round. In the third round Ashton forced the fighting and scored repeatedly on Lannon's face and jaw, cleverly avoiding any return blows.

For the fourth Ashton used his left to good advantage. Lannon played for Jack's wind, and resorted to his rushing tactics, but Ashton, after two or three sharp face blows, planted a hot shoulder blow on Lannon's left eye, which at once began to swell and shut down. The Boston pug was gritty, and made some wicked attempts to knock his man out, but Jack blocked

him at every point, using his left so effectually that Lannon's face began to buff up. PIGHTING FOR WIND.

In the fifth and sixth rounds both men evi-

NEW YORK, SATURDAY, MARCH 30, 1889.

lently fought for wind. There was in-fighting throughout, and what was done was to the credit of Ashton, whose head appeared to be on a swivel, for Lannon could not find it.

The seventh saw Lannon again forcing the

fighting. Ashton led off with his left on Lan-non's jaw and then dodged what was meant to be a stunning counter, but resulted in a harm-less back-body blow. As he turned Lannon got after him and gave Jack a series of hard body blows, but the latter retaliated with a double interest, and Lannon was giad to close in and time was called.

For the eighth round Lannon, after he had been pummelled on the face by Ashton's left. made a vigorous play for Jack's ribs, with the hope of knocking out his wind, but he struck above the navel and too high to do any harm.
FIRRER FIGHTING IN THE NINTH ROUND.

It tooked in the ninth round as though there was to be a finish of the fight. Both men came to the scratch fresh and without a cut, Lannon led and was met by Ashton, who landed five blows in succession with his left on Lannon's face and then staggered Joe with a left hander on the left eye. Here was a golden opportunity for Jack to win, but he failed to follow up the advantage. For some reason, probably over exer tion, he let the chance slip.

LANNON OBOGGY. In the tenth round Lannon showed up groggy and his blows fell short, and he did no execu tion. Ashton did all the leading, and, securing an opening, set his left to work and dropped it on Lannon's left eye, which began to look like a bay window. Lannon partially recovered and got in three hard body blows, mainly on the breast. Ashton returned with his left, and re-

ceived a hard square blow on the forehead. In the eleventh Lannon led off in great style and appeared to have nerved himself up. His blows, however, were short and did not yield any punishment, for Ashton blocked him all the time. The round was purely give and take and body work.

LANNON FINDS HIS BIGHT. Lannon at last found use for his right in the twelfth round and caught Ashton on the law and this was the best blow that Joe struck during the fight. The opening was a good one and was duly improved upon. Jack was quick to recover and retaliated with a volley of left-handers on Launon's face and body-five blows in all. Ashton turned to avoid the counter and Lannon got in a solid blow on Jack's neck and sent him spinning, but he held his feet.
The thirteenth—Ashton worked for an oppor-

tunity on Lannon's face, and used his left and right beautifully. Lanuon returned the com pliment with a right upper cut on Jack's jaw. SULLIVAN MAKES A SUGGESTION.

In response to a suggestion from John L. Sulivan that Joe ought to have some use for his right. Ashton was riled up by this and he sailed n and used his right and left until he had got in seven face blows and made Lannon ver groggy, the calling of time alone saving Jos from being knocked out there and then.

The fourteenth was Jack Ashton's from first to Lannon came up somewhat bewildered, and he was beginning to quit. He had not force mough to hit a hard blow and Ashton had him at his mercy, pounding him in the face and body, blocking everything that his opponent offered, with the exception of one in the jaw.

Lannon sgain braced up in the fifteenth opening with his left on Ashton's neck-a nasty crack, too. He followed this up with a right upper cut on Jack's jaw. Ashton returning with vigor on Joe's face and law.

A PICNIC FOR ASSTON. The sixteenth was a picnic for Ashton, who played a merry tattoo on Lannon's eyes, face and body. Joe found time to drive out a tle. This nettled Ashton, who tried the upper

cut, and with good effect. LANNON'S LAST OPPORTUNITY.

In the seventeenth round Ashton opened on Lannon's left eve. He was speedily repaid by Lannon, who contributed two face blows and nearly took Jack off his feet. Launon might have made the fight interesting for Jack here, but he neglected to follow up his opportunity. In the eighteenth round, which was to be the closing one, Ashton went in to win. He rammed Lannon all over the lot, striking hard and true,

and every blow told heavily, although Lannon met Jack in good form.

Another round was called for, and the man came up. Ashton strong and eager for a settling

of the old disputes, while Lannon was groggy. LANNON GOES DOWN. Jack saw that by forcing the fighting he could knock his man out, and he proceeded to do so. He drove him to the centre of the ring, and then let him have a paster with his left, and Lannon went down like a log. As soon as he could get to his feet Lannon squared off, but he could not resist the furious assaults of Ashton, who swutty his

Launon's seconds raised him to his feet, and Ashton, leaving his corner, crossed over to Lannon and punched Jos over the ropes, where he lay helpless, so dazed that he did not know

right and left in until another knock-down en-

where he was. ASSTON'S PIGHT. The referee gave the fight and the purse of at non to Ashton.

After the fight Ashton was found to have a swollen ear and one lumpy cheek, while Lan-non's face was bruised and black and bine, and he complained of a severe pain in his chest.

No BLOOD SPILLED.

Neither man brought blood on his opponent, and the fight was decided on a knock-out pure and simple. Ashton's hands showed no effects of the pounding he gave Lannou. The crowd walked another mile and a half to

get to the return train and reached Providence at 4 o'clock this morning.

There was additional interest in the fight owing to Ashton having had the advantage of having constantly sparred with Sullivan on the latter's European trip, and it was supposed that he would show great improvement.

A Boston Broker Falls for \$160,000.

BOSTON, March 20.—George H. Benney, in-surance broker, of No. 85 Kilby street, went into voluntary insolvency this afternoon. His liabilities are reported to be about \$160,000 and his assets about \$80,000. It is claimed and his assets about \$80,000. It is claimed that \$40,000 of the indebtedness is secured by real estate and other collateral, and that with proper management Mr. Benney will be able to pay \$50 or 60 cents on the dollar. The failure is claimed to be due to causes outside of his maurance business. A greater part of his credit is with Boston partice. One-half is with National banks and the other is general indebtedness. Mr. Benney's indebtedness to the batks is laruely due to their discounting his notes, which were independently by the second of Jordan, Marsh 4 Co. Mr. Henney has been in the lire justicance business for hime years.

11.00 O'CLOCK.

## CAMBRIDGE

Her Crew Wins the Great University Race in England To-Day.

Oxford's Crew Left Two Lengths

This Is the Fourth Successive Victory for the Men of Cambridge.

The Result Was Expected, as Oxford Had Been in Poor Form.

LONDON, March 30 .- The forty-sixth annua rews from Oxford and Cambridge Universities was rowed this afternoon over the regular course from Putney to Mortlake, a distance of four miles and a quarter, and was won, as had peen generally expected, by the Cambridge

RECORD OF RACES.

The Crews and Weights. The crews and the weights reported up to last mail advices, March 21, were as follows, with the College each belongs to:

swain, rowed at the same positions in the winning boat last year. Their individual honors are as follows: Winners of the Colquboun sculls, making them "Champions of the Cam." J. C. Gardner in 1886, C. B. P. Bell in 1887 and S. D. Muttlebury in 1888. The champion pair oars in 1888 were won by P. Landale and C. B. P. Bell.

# THE FAMOUS OXFORD-CAMBRIDGE COURSEL

in the Rear at the Finish.

was two lengths.

Osswain R. P.Bousdais, New 118
Of this crew, Parker and Nickells rowed in the same positions last year, with Holland at bow, Their University honors include the single-scull championship University sculls), won in 1885 by G. Nickells, and in 1888 by W. F. C. Holland, Mr. Nickells also rowed in the winning University pair oars, and was the winner of the Wingfield sculls, representing the amateur championship of the Thames, in 1887 and 1888. For the latter he beat J. C. Gardner, of Cambridge, in 23m, 30s, At Henley he won he Diamond sculls, beating Gardner (the winner in 1887) in the final heat by a length and a half.

Their University bonors include the single-send championship University sends, won in 1887 by G. Nichalis, and in 1888 by W. C. Child and the send of the Windfeld sculls, representing the amateur championship University sends, won in 1887 and University pair care, and was the winner of the Windfeld sculls, representing the amateur championship of the Thames, in 1887 and Cambridge, in 23m, 30s. At Healey he won the Diamond sculls, beating Gardiner (the winner in 1887) in the final heat by slength and half.

The Heats.

As usual new boats were built for both crews, and were ready for delivery on March 11, on which date they began practice on the Thames. Cambridge at Pitture and the Oxfords at Coskbam. Both boats were built in the shope of John H. Clasper at Pitture, They were each of feet long, cedar built, with white none fittings, with half Clasper's patent counter-ratio of fine tong, cedar built, with white none fittings, with the Clasper's patent counter-ratio of fine tong, cedar built, with white none fittings, with the Clasper's patent counter-ratio of fine tong, cedar built, with white none fittings, were the class of the control of the conditions are: Extreme depth, 198, inchest incadith anniablity, 2348, inches: aft, of timeles, Cambridge, ward. The Oxford and Cambridge, were the control of the conditions are: Extreme depth, 198, inchest incadith anniablity, 2348, inches: aft, of timeles, and the counter of the conditions are: Extreme depth, 198, inches the counter of the conditions are: Extreme depth, 198, inches the counter of the conditions are as a condition of the condition of the conditions and the conditions are as a condition of the

UNIVERSITY BOAT RACE COURSE. of 1888. The crew continued to do daily work with frequent changes. A brief let up took place about the middle of February owing to the drowning of Mr. II. L. Johnstone, an undergraduate of St. John's who was upset while withesing some of she "bump" races, an accident which caused the officers of the University Boat Club to issue an order "that all persons desiring to enter for any of the races held under its direction must first prove their ability to swim." Before the end of the mouth H. E. l'arker. G. Nickalls and W. F. C. Holland, who had rowed in the orew of 1888, took seats in the boat at 6, 7 and stroke, and the rowing became more satisfactory to the friends of the University. Like their Cambridge opponents, the Oxford crew changed to the Thamss on March 11, locating, as usual, at Cookham, about forty-six miles above Putney, taking quarters at the Ferry Hotel. Their experiences on the first day were anything but agreeable. The river, owing to the floods, had overflowed the banks, and, with a heavy wind, the waves thiratened to swamp them at every stroke. The crew then consisted of H. E. L. Puxley, R. P. P. Rove, T. A. Cook, T. R. Fothergill, Lord Ampthill, H. R. Parker, G. Nickalls and W. F. C. Holland, with J. P. Lonsdale, coxswain. Of these, Fothergill, with Parker. Nickalls and Holland, were in the boat last year. The first named is said to have left for Italy a day or two after, C. F. Drake taking position at No. 4. The rowing at Cookham at first was very unsatisfactory, but it steadily improved, and when the crew appeared at Putney on the 18th they showed in form not nearly as bad as expected.

On the 19th the Oxfords gave their new boat

The sildes were very crude and required no end of oil to minimize the friction. Cambridge, however, won the race in 19m. 35s., which is still the fastest time on record. The race was, however, rowed on a strong flood tide.

Other incidents have marked the race. There were two contests in 1849, Cambridge winning in March, and Oxford in December on a foul. In 1859 the weather was so bad that a postponement was suggested. The crews would not hear of any such thing. Both boats came near sinking in taking positions. Oxford won the choice of positions and chose the fulnam shore, which was the most sheltered. She led from the start, the Cambridge boat sinking a mile from the start, the Cambridge boat sinking a mile from the finish—a most gallant performance, for it was known that one of the crew could not swim. All were rescued. The "dead hoat" in 1877 was due to the fact that in the last mile Oxford had but seven oars, "bow having sprung his at the beginning of the last mile. They had the benefit of the inside position and made a tremendous struggle. Two postponements have been had—in 1880, from March 20 to the 22d, by reason of fog, and in 1884, from April 5 to the 7th, by reason of the death of Prince Leopold at Cannes on April 4. The race in 1883 was rowed March 15 in a heavy snow-storm, and resulted in a decisive victory for Oxford. It was also so dark at the hour fixed for the race—5 F. M.—that the street lamps at Putney had already been lighted when the word was given.

when the erew appeared at Putney on the 18th they showed in form not nearly as bad as expected.

On the 19th the Oxfords gave their new boat a trial, and on the 20th rowed over the course in good style from Mortlake to Putney, in 20m. 25s., which was better than Cambridge had done at her first trial. On the 21st the work done was light, but was done under the coaching of Mr. Edwards-Moss, who rowed in the winning boat in 1878, and D. H. McLean, who was also in the winning boat in 1878, and D. H. McLean, who was also in the winning boat in 1886 and 1887.

The Cambridge crew first showed at Putney on the afternoon, and as the only new man in the boat was the coxyswain they were watched with great interest. The rowing done was satisfactory, as Northmore (the new eczyswain) took them over the coarse in fair style for a "greenhorn." The betting men freely offered 3 to 1 cry their new boat was done on the second day, the crew going to the Konuington Oval to witness the baseball match, when Chicago beat All-America by 7 to 4. On Wednesday the crew soing to the Konuington Oval to witness the baseball match, when Chicago beat All-America by 7 to 4. On Wednesday the crew 1867 Apr. 1868 A Yr. Date. Win. 

In addition to the above, the universities have contended five times in the same heat at Hener regatta for the Grand Challenge Cup, with the following record:

The Event and Its Record.

following record:

Year, Date: Winner, Time. Westly
1840—June 7. Cambridge. 8.30. 3 lengths.
1847—June 17. Oxford. 8.04. 2 lengths.
1845—June 17. Oxford. 8.04. 2 lengths.
1845—June 17. Oxford. 7.46. 0 lengths.
1855—June 1. Oxford. 8.03. 14 lengths.
1865—June 1. Oxford. 8.03. 14 lengths.
1865—June 25. Cambridge. 8.32. 25 lengths.

Also at the Thames National Regatia, on June
22. 1844, when Oxford best Cambridge.
The University representatives at Henley for
the last thirty-five years have rowed for their
several colleges, the Lady Margaret Boat Club
of Cambridge winning the Ladies' Challenge
Plate and Town Challenge Cup for eights
last year. The Stewards Challenge Oup for
fours was won by Trinity Hall, of Cambridge,
and the Visitors' Challenge Cup for fours (won
by Columbia College in 1878) by Brasenoss College of Oxford. The above is the forty-sixth race between the representative crews of the famous English universities-Oxford and Cambridge-of which Oxford has won 23, Cambridge 22, with one a "dead heat." Whether eight-oared racing

## FIFTEEN SAILORS DROWNED.

A FATAL COLLISION AND BOILER EX-PLOSION ON THE ENGLISH CHANNEL.

[BY CABLE TO THE PRESS NEWS ASSOCIATION.] LONDON, March 30, -During a heavy fog this morning on the English Chaunel an Ostend packet was run down by the Belgian mail steamer Princess Henriette.

The former was almost cut in two, and to add to the horror of the situation her boilers burst, shattering her to pieces and sinking her.
The capitain, first mate, chief engineer and twelve of her crow were drowned, and the Anglo-Continental mails were lost.
Prince Jerome Bonaparte, who was among the passengers, was rescued.

They Count Profits by Millions.

BOSTON, March 29.—At the annual meeting of the stockholders of the American Waltham Watch Company yesterdey it was voted, as the Company had \$2,000,000 surplus, to increase the capital stock of the Company \$1,000,000, the capital stock of the Company \$1,000,000, making it \$3,000,000. A dividend of 50 percent, was declared. The other \$1,000,000 of surpins will be used in carrying on the business of the Company. In 1805, when the capital stock was \$100,000, a dividend of 150 percent, was made and the stock was increased to \$750,000. In 1880 a dividend of 100 percent, was made and the capital was increased \$570,000, and in 1885 the stock was increased \$51,500,000, and in 1885 the stock was increased \$500,000, for which the stockholders paid.

CHICAGO, March 29.—Arthur Kruschauski, the boy said to be heir to a fortune of \$80,000 in boy said to be hear to a toward to have been the old country and who was said to have been the old country and days are, has been heard. abducted several days ago, has been from. His mother last night received a des-patch from Crestline, O., reading:

patch from Crestline, O., reading:
Your young son has just passed through here. He was an a stock train. He tried to get of the care.
Two men who were cowboy hats hald him until the train left the city. It may be tant you can head him of at Pattaburg.

Telegrams were sent to the Chief of Police at Pittsburg but no reply has yet been received